

articles, too numerous to mention, find a place in the collection, and the Bazaar is presided over by some Chinese traders who have arrived expressly from Hongkong for the purpose. I noticed that all the goods are, as the importers advertise, have it in their opinion that the enterprise will do a roaring trade. I may say here that I think Mr. W. J. M. deserves a word of praise for the excellent manner in which he has done his work. The credit of the capital arrangement of the Court is due to him, and he is on duty every day and every hour of the day, and is always ready and willing to answer the innumerable questions which anxious or curious visitors think they have a right to ask.

In Chinese affairs generally there has been little doing for some time. The intricate Anglo-Chinese diplomacy, but I believe the little difficulty regarding Burma has not yet been disposed of. "The Chinese, as you know, claim a suzerain power over the Burmese. They did not demand any authority in Burma, but expected that the Chinese Emperor as superior by a formal mission carrying presents. Lord Salisbury when in office met the difficulty by proposing that the Buddhist Archbishops of Burma should send the mission and make the presents. This was like the settlement of the matter. Lord Rosebery, however, and upon the settlement, and now it is said we have got into an unpleasant controversy with China on the subject. Meantime the change at the Chinese Embassy has stopped negotiations. The new minister is said to be quite as friendly as the old one, but he is tied down from Peking. Of one thing we may be certain—English interests will not suffer in the hands of Lord Rosebery.

The Marquis Tseng will, it is believed, leave England finally for China in August. He is now on a grand tour to the provincial authorities. He is accompanied by Mr. Pang Yun, secretary and interpreter to the Embassy, Sir H. Macartney being detained in London by the new minister. Tseng has been in Edinburgh within the last few days. He was questioned by the Front and taken round all the "Edinburgh" in the morning. In the morning he had a drive round Salisbury Cross, and the following day went and inspected the Forth Bridge Works.

The Marquis was very willing to discuss many of the numerous topics of interest connected with China, but both he and his son, who is not unnaturally well acquainted with the subject, were not prepared to discuss such a railway question. A reference to the work of the missionaries in his native country elicited the observation that, although they had made converts, China was not very enthusiastic about their work. The missionaries had, however, done much to improve the condition of the country, and so had "helped the progress of civilization." The rumors of war on the Russian frontier were described as "little differences" among peoples of different races on the borders of adjacent countries looked at through a magnifying glass. Altogether the Marquis seems to be enjoying his present position, and while on the subject of His Excellency I may say that his picture at the Royal Academy has been attracting a good deal of attention. It is, as some of your readers may know, the work of Mr. Knighton Warren. The oil-painting is depicted in a room, and the artist has depicted him resting on a small square black table, on which there has been placed the inevitable cup of Congou. Adjoining the table is a chair upon which some blue books and papers have been carelessly thrown. Hainging on the wall behind the Marquis is a scroll with a suitable quotation from Confucius. Altogether the artist has succeeded in producing a picture at once life-like as far as the central figure is concerned and generally effective.

I noticed rather a stinging article in *Iron*, one of our leading trade papers, the other day. It comes from your side of the hemisphere, and it is published in the *Iron* from its title, "The Chinese-Oyster and the German Oyster." The writer has evidently little respect for our "Tonicic friends and their trade methods in the Far East." He charges them with aiding the Chinese officials to "squeeze" others at their low-lying propensities when their own immediate interests are at stake, and thereby to secure the most cheap and superior goods on the Chinese market in English goods, and concludes as follows:—Of a nature in German competition, and with such competition it is very hard to fight Germans who in Europe vigorously exclude us from all possible share in the German trade by their customs duties do not hesitate to come to our colonies, and there under the shelter and protection of the British flag try to ruin their own country's trade, saying that otherwise their manufactures could not live against our cheap products; and yet they can sell in distant countries, and the products of their industry require so much protection at less money than that which English goods can be produced. How long will such anomalous last? How long before the Chinese oyster opens up the "immaculate" double blade? And upon the border of the oyster's opening, circular view, "Something-Nor."

A new disease has been discovered in which the staple product of China, plays an important part. Dr. Slater of Halifax, Nova Scotia, contributed to a recent number of the *Annals of a reasonable case in which a servant girl on several occasions was treated by him for delirium tremens caused by chewing and eating large quantities of dry tea. She sometimes consumed as much as half a pound per diem, and the results were nervous twitchings, sleeplessness and violent tremors. Dr. Slater calls on us to treat this disease successfully, and adds, "It is more surprising that the practice of tea-chewing is becoming a common one among the New England factory girls. When this strange habit appears among the damsels of this old England of ours, I shall let you know."*

THREE CYLINDERS V. TWO.

The *St. James's Courier* gives some interesting figures regarding the expenses of the Chinese mission to the Court of the Emperor. The mission, which left Hongkong on the 15th inst., and arrived in London with 5,000 tons of tea, tea 30 days on the passage home. The consumption on an average 30 tons of tea per day, which at the price of 10 shillings per ton, would be 300 tons. The mission, it is said, cost 250,000, taking the passage bill for the mission and

crow, at £1,000, and piloting dues at £1,000 more, the profit on the trip comes to the sum of £15,000. The *St. James's Courier* also gives the figures of the *Glengyle*, which is the rival of the *Glengyle*, took 4,000 tons at £3-10-0 per ton, which amounts to a total of £16,100 for freight. As an offset the *Glengyle* took of coal per day, and taking the length of her passage as 40 days, she would consume 1,800 tons of coal on the voyage, this at 18 shillings per ton would be £32,400 to be paid for fuel. Allowing other expenses to be the same as the *Glengyle*, viz., £2,000 for the run, her profit would be £12,400. Not so much of a difference, when we consider that she took 600 tons less cargo, than her rival, and her freight money was ten shillings per ton more than the *Glengyle*.

The difference in coal money between the two ships will be about £1,500 less for the *Glengyle*. This is brought about by the style of engines of that boat, they being of the triple expansion type, by which means a saving of nearly half in the coal being consumed, besides the less space the boat being fitted with engines and boilers. A notable instance of the advantage of triple expansion is shown in the *Parthia*, which left Woolwich to New York recently. When the *Parthia* was owned by the Cunard Company, she had the old style of two cylinder compound engines. With them, while displacing a ton of coal, she would burn 25 tons of coal per day. Since her purchase by a private firm, she has been fitted with triple expansion, or three cylinder engines. She now consumes but 25 tons per day while keeping up her old speed of 11 knots, thus showing that the new system saves nearly one-half.

THE P. AND O. COMPANY.

The ninety-first half-yearly report of the directors to be laid before the proprietors of the P. and O. Company at the meeting on the 3rd prox., is as follows:—The directors now beg to submit their half-yearly report for the period ended on March 31 last. At the proprietors' meeting of last year the directors reported for the purpose of receiving a report and declaring a dividend, in anticipation of the results of the year's working, the accounts of which are submitted at the close of that period. The new steamer *Bonnet*, which was being fitted out for sea at the date of the last report, has completed her first voyage to Australia in a most satisfactory manner. The *Bonnet* has been sold. This steamer was constructed for the company twenty years ago, and has done her work well during that time. During the past six months the directors have not engaged in further ship-building or refitting operations. The working of the company's business continues to be interfered with by quarantine, but the regular delivery of the mails has been accomplished notwithstanding the delays imposed on the movements of the vessels. The directors regret to state that two of the company's vessels have recently been aground. The *Thames* went ashore at the wharf of Hong Kong Harbour in a sudden gale. The *Venice* was stranded on the coast of Japan, when in charge, as it appears, of a local pilot. But fortunately it has been found easy to make good the damage sustained in both cases. There has been a certain amount of steady employment for the last six months in the Transport Service, and at the present moment the *Poonah* and *Geelong* continue to be thus engaged.

Tenders were invited by the Post Office early this year for new mail services to India and China, for which the company's present contract expires in January, 1888. Subsequent tenders were similarly invited for a mail service with the Australian Colonies, for which the company's present contract expires on the same date as above. The directors have accordingly submitted tenders, on behalf of the company, for the execution of these services, but up to the present time the decision of the Government has not been made known in reference to this matter. It is with much regret that the directors have to continue to report unfavourably on the state of trade, and its bearing on the company's operations. During the six months to which this report refers there has been experienced a diminution of traffic, affecting the freight revenue at the rate of upwards of £100,000 per annum, and the prospect of making up this deficiency during the remainder of the current year is at present entirely wanting. The passenger receipts during the period have not diminished, but remain stationary at the same point as last year. As stated in a previous part of this report, there has been a certain amount of transport employment obtainable, which has assisted the general revenue. The directors beg to recommend an interim dividend of the rate of 5 per cent. per annum, to be paid forthwith, which will be payable, free of income-tax, on and after the 15th prox.

THE AUSTRALIAN CRICKETERS IN ENGLAND.

The Australian papers brought on by the *Times* contain long and elaborate accounts regarding the doings of the latest cricketing eleven in England. In the match against the Oxford University, concluded in fine weather on the 28th May, the date on which the last English mail left home, the Colonists won on the two innings by 28 runs. The scores were very much the same, the total for the two innings being 108, and that of the University 83. Only one man on either side got into double figures in the second innings. S. P. Jones scored 40 for the Australians and T. H. Brien an equal number for the Dark Blues. Whitby and Cleburne on behalf of the University each took five wickets for 30 runs, and Spofforth and Garrett for the Australians took six and four wickets respectively for 30 and 10 runs.

The sixth match was against an eleven of the North of England and was commenced at Manchester on the 31st May. The Australian side was very much the same as in the previous match, but owing to the conditions rain which fell during the preceding week the wicket was extremely treacherous. This accounts for the small scores made on either side. The home team was composed of the following:—Hornby, Barlow, Briggs, Bates, Gunn, Pilling, Peate, Preston, Shrewsbury, Ulyett, A. Watson. The Australian team were the ones elected to bat, sending Jones and Scott to the wicket. The pair commenced playing very steadily, the former contributing 15 before being bowled. Scott scored 9 when he was also bowled. Owing to the brilliant fielding of the home team, who effected some splendid catches, and the bowling of Peate, who took eight wickets for 30 runs, the remainder of the team only made 21 between them, the last wicket falling for a total of 45 runs. 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Insurance.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF His Majesty King George The First, A.D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department.
Policies on goods, payable either in cash, or at the principal Ports of India, China, and Australia.

Fire Department.
Policies issued for long or short periods at current rates.

Life Department.
Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & Co.
Hongkong, July 26, 1872. 495

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE Undersigned, Agents of the above Company, are authorized to insure against FIRE at Current Rates.

GILMAN & Co.
Hongkong, January 1, 1882. 14

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored thereon, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to

ARNHOLD, KARBURG & Co.,
Agents, Hongkong & Canton.

Hongkong, January 4, 1887. 100

NOTICE.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to accept Risks on First Class Goods at 1 per cent. net premium per annum.

NORTON & Co., Agents.
Hongkong, May 19, 1881. 938

SINGAPORE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—SINGAPORE.

WE are prepared to GRANT POLICIES against FIRE on usual terms at Current Rates.

All Contributors of business, whether Shareholders or not, are entitled to Share in the Bonus.

ADAMSON, BELL & Co.,
Agents.

Hongkong, July, 1885. 1299

THE STRAITS INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed Agents for the above Company are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World, at current rates.

ARNHOLD, KARBURG & Co.
Hongkong, November 6, 1883. 855

SUMMER TIME TABLE.

THE KOWLOON FERRY.

STEAM LAUNCH MORNING STAR

Runs DAILY as a FERRY BOAT between Peddar's Wharf and Tsing Tsai Tat at the following hours:—This Time Table will take effect from the 15th APRIL, 1886.

WEEK DAYS. SUNDAYS.
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